SHRI JAGDISH TYTLER: Aviation is such a thing that it is always on the move. The avionics, the kind of aircraft, the kind of engines, the latest kinds of aircraft—all these are coming in the world and naturally they would like to have a proper airport, a better airport and also have those aero-bridges even. But it is not right that just because I feel there is not enough traffic I should neglect a certain part of the country. We are improving; we have improved in Delhi; we have improved in Jammu; and we are going in for a new airport at Gwalior. All over the country, wherever it is necessary, wherever it is needed, it is being done. I would like to inform you that our traffic is going up internally. Maybe the airport which is being used for international and national flights, we will use it for the national airlines and have this small airport as international one used for the foreign airlines and Air India.

MR. CHAIRMAN: Next question. No. 105.

Vayudoot Flights to and from Ludhiana in Punjab

*105. SHRI PAWAN KUMAR BANSAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Vayudoot flights to and from Ludhiana in Punjab have been irregular during the last few months;

(b) if so, what are the reasons therefor and what steps have been taken to adhere to the schedule; and

(c) what action has been taken to provide basic facilities to the passengers of the Ludhiana Airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) During the last three months there were 4 cancellations and some cases of delays of the scheduled flights of Vayudoot to Ludhiana.

(b) Cancellations/delays of Vayudoot flights to Ludhiana were mainly due to the fact that out of the 3 Avro aircraft available for operations from the Delhi base, 2 Avro aircraft remained grounded for major checks /overhauls/repairs from January, 1987 onwards thereby leaving only one Avro aircraft available for operations.

(c) The basic facilities namely a passenger lounge, seating arrangements, telephones and check-in facilities are available at Ludhiana.

SHRI PAWAN KUMAR BANSAL: Ludhiana which is veritably called the Manchester of Punjab is a very important industrial town and has contributed significantly to the foreign exchange kitty of the nation. By the very nature of their work, industrialists from there have often to make short journeys to Delhi and after attending an office or to any other work have to return in time to Ludhiana. Besides the irregular flights which they often have to face, the other very aggravating fatcor is the timing. The schedule itself has been changed. Earlier the flight would leave Delhi in the morning at around 8 o'clock and return around 10 o'clock here in the morning itself. I would like to know from the honourable Minister as to what factors necessitated the change in the schedule and what are the reasons for the cancellation of the second flight for Ludhiana.

SHRI JAGDISH TYTLER: I have just read in the answer why they were cancelled.

SHRI PAWAN KUMAR BANSAL: The second was a Dornier flight, not an Avro flight.

SHRI JAGDISH TYTLER: You know the problems we were having with Dorniers. A regular discussion took place in the House and since we said that we will not compromise on the safety and security of the people, that is how whenever there was a snag in the aircraft, we had to send it for a proper check-up and that is one of the reasons why delays took place. But, Sir, I would like to take this opportunity and inform the Members from both sides that right from the inception of Vayudoot, it was never considered as a regular, scheduled airline. This is considered as more of a bush operation for minimum requirements, for the facilitation of the passengers and also these flights can be operated under VF conditions. I thought it is best that once for all let me make a statement that Vayudoot is accepted as regular in comparison to the Indian Airlines whereas that was not the idea when Vayudoot was introduced. Vayudoot was considered to connect as many stations as possible with the least expenditure because it is an airline which is not even generating enough funds. We are getting some money from the Indian Airlines and we are getting some money from Air-India so that we could start this small airline which is of a bush operation.

SHRI PAWAN KUMAR BANSAL: Sir, in my humble opinion, the basic facilities include the timely intimation about cancellation or delay of flight, which is never done by the Vayudoot authorities there, and the answer that we have otherwise is that the basic facilities provided there include the provision of a lounge, that is, seating arrangement, telephone and check-in facilities. Sir, the question that I have to pose to the honourable Minister is as to when we have included check-in facilities in the basic facilities which have to be provided to the passengers which, of course, would include availability of drinking water, a canteen and provision of local transport to and from the city. Would these things be done at Ludhiana?

SHRI JAGDISH TYTLER: Okay, I will consider the Member's demands.

श्री हरवेन्द्र सिंह हंसपाल : चेयरमैन साहब, बंसल जी के प्वायंटड क्वश्चन के जवाब में मंत्री जी ने नहीं बताया कि वहां सुबह की फ्लाइट चेंज करके शाम की क्यों कर दी गई ? सुबह की फ्लाइट का बहुत फायदा था । जो लोग यहां से जाते थे वे सारा दिन काम कर शाम को ट्रेन से वापस आ जाते थे । इसी तरह से जो लोग सुबह लुधियाना से दिल्ली आते थे वे शाम को वापिस आ जाते थे । यह टाइम 8 बजे सर्दी गर्मियों में सुबह साढ़े छः बजे फ्लाइट जाती थी । वापस उस टाइम लानी चाहिए । आपने जो सैकंड फ्लाइट की बात की, आपने पर्सनल मुझे यह कन्फर्म किया था कि बहुत जल्द चालू होने वाली है । आप यह बतायेंगे कि कब तक चालू हो जाएगी ? आपने टेलीफोन फैसेलिटी की बात की थी । मेरे नालेज के मुताबिक अभी तक वह वहां प्रोवाइड नहीं की गई थी और जो टेलीफोन सुविधा प्रोवाइड होने जा रही है वह लुधियाना से डायरेक्ट नहीं हो रही है बल्कि वह नजदीक के साहनेवाल या दोराहा से दी जा रही है । इसलिए उसका कोई फायदा वहां पर नहीं हो रहा है । टेलीफोन सुविधा वहां पर दी जाए और लुधियाना से उसका डायरेक्ट लिंक हो ।

SHRI JAGDISH TYTLER: Sir, I would like to inform the honourable Member—and Mr. Bansal also because he too raised the question—that we will be resuming the flight to Ludiana in the first week of May. We will be resuming the second flight also, which we had withdrawn, as soon as the aircraft comes from the base. As for telephones, I will take it up with Arjun Singhji and do whatever is possible; looking at the money which Vayudoot and

the National Airports Authority have, we will try to give as soon as possible.. (*interruptions*).. If Mr. Arjun Singn is prepared to give me free of cost, I won't mind, Sir.

श्री राधाकिशन मालवीय : मान्यवर, मेरा प्रश्न वायुदूत का अनियमित उड़ान के संबंध में है। वायुदूत क उड़ाने सप्ताह में तीन दिन दिल्ल से ग्वालियर गुना एवं भोपाल से वापस दिल्ली एवं तीन दिन दिल्ली ग्वालियर गुना इन्दौर तक वाया दिल्ल आत है। क्या माननीय मंत्र ज बताने क कष्ट करेंगे कि वर्त्तमान में वायुदूत क उड़ान अनियमित होकर नहीं आ जा रह हैं? क्या मध्य प्रदेश में वायुदूत सेवा बस्तर-झाबुआ आदिवासी क्षेत्रों में चलाने का सरकार विचार कर रह है?

MR. CHAIRMAN: Your question is totally out of order. Madhya Pradesh is not in Punjab.

Now, Question No. 106 please. I know there are a large number of experts on this subject.

Effective Population Control Programmes

*106. SHRI DHARAM CHANDER PRASHANT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether experts in the field of family planning have recently called for a more effective population control programme;

(b) whether Government have since considered the views of the experts in this regard; and

(c) if so, what are the details thereof and the further steps contemplated by Government to undertake effective population control programmes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) Increasing population has serious implications for the overall socio-economic development of the country. Experts have noted this with concern and have advocated the need for an effective population control. The Government have considered the suggestions put forth by the experts from time to time to control population. The Government have initiated steps which include *inter alia* (1) developing multisectoral linkages between the family welfare and other socio-economic developmental programmes, (2) Professionalising the Information, Education and Communication activities, (3) ensuring full community participation, (4) improving programme management and adopting differential area and group specific approaches, and (5) improving technical quality of services. Efforts are being intensified in these directions.

SHRI DHARAM CHANDER PRASHANT: Mr. Chairman, Sir, the growth of the population is a serious issue. As has been given in the reply, it has serious implications for overall socio-economic development. Sir, for the past several years efforts are being made to check the grow of poplation, but still we are producing one Australia every year. By Australia I mean the population of Australia So many conferences were held in which experts on family planning gave concrete suggestions. There is huge literature also. Despite that, the population is on the increase. What is the reason? Should I say that these suggestions were not implemented in letter and spirit?

SHRI P. V. NARASIMHA RAO: Sir, when we really look back, we have to take a balanced view of what has happened and if a programme had not been in operation what would have happened. There are the two parameters subject to which anything can be judged. Now, judging on the basis of these parameters, I have no hesitation in saying that to the